

7/30/86

DEPARTMENT OF ECOLOGY
INSPECTION REPORTTO: Files, Dan Cargill
DATE OF VISIT: 7/30/86
NEW INDUSTRY:INSPECTOR: Richard Koch
PERMIT NO: WA-000055-8
PERMIT EXPIRED: 11/17/80

TYPE OF INSPECTION

PERMIT APPLICATION ____
PERMIT RENEWAL ____
PERMIT COMPLIANCE ____COMPLAINT xxx
ENFORCEMENT ____
DROP IN ____FACILITY: Lockheed Shipbuilding Co.
ADDRESS: 2929 16th Avenue S.W.
CITY: Seattle ZIP 98134 COUNTY: King Ph. NO. 292-5575PERSON CONTACTED: John T. Lane of Lockheed and Gary Austin & Jim Smith of
Marinco, Marine & Industrial Coatings Co. P.O.Box 2137 Redmond, 98073-
2137 Ph. NO. 868-0102TYPE OF FACILITY: Shipyard
RECEIVING WATER: Duwamish River
TYPE OF TREATMENT SYSTEM: BMP'sOPERATION Satis xx Fair ____ Unsatis ____

Does comply with permit conditions: yes

DESCRIPTION: Inspector arrived at the gate at 14:30 and was met by John T. Lane 10 min. +/- later. On the way to the ferry Illahee John offered that the complaint may be the result of friction between the non-union subcontractor Marinco, working on the ferry Illahee, and Lockheed union personnel, working on the ferry Quinault.

A light sprinkling of dust was on the water between the ferry Illahee and the dock. There was no sign of dust out board, likely due to wave action. A light coating of dust and grit was on the ferry deck's fantail the other side of the visquine. This is the area where the gang way comes aboard.

Sandblasting was not in progress when inspector arrived. Gary Austin and Jim Smith of Marinco explained the job and the controls used to contain the dust. Visquine sheeting was over both ends of the ferry super structure (picture taken). The ferry lies on a north south axis with the wind blowing from the northwest (7 mph at 15:45 with gusts up to 15 mph according to the wind gage at the Lockheed gate house). Visquine was also over half of the portholes on the dock side of the ferry. These were portholes nearest the area of blasting. Sandblasting was being done on the center structure of the ferry and the inner third of the over head beams (picture taken). The contractors work plan was to direct the blasting nozzle toward ship center. The pattern of grit accumulation confirmed this. In the center grit was several inches thick while outboard near the curtain walls individual grains were separated, a few mm to a cm or two. To further control dust a water cone blasting nozzle is

USEPA SF



1175462

USEPA SF



1561016

PRP CODE #30
M-0003

45210

being used (picture taken after ok given to continue). Water usage is low enough that water is absorb by the grit. The mixture forms a visquos slurry (picture taken at column being blasted). There was no sign of drainage across the deck or loss of water from the slurry.

Lockheed had stopped work in the morning when the wind picked up and requested additional visquine. During the inspection additional portholes were being covered which were away from the blasting. It was agreed that the deck drains were to be covered, preferably with plywood. These controls are satisfacotry and in compliance with shipyard BMP's and the ok was given to continue with sand blasting of the center structures.


When abrasive blasting of the center structures is complete the below deck interior will be abrasive blasted with steel shot. Openings will be either closed or have air filters. Air filtration will be through a water bath system. For ventilation a vacuum system will be used utilizing an eductor with a self contain circulating water system.

While below deck blasting is being done a plywood roof and plywood walls will be erected. These structures will contain dust and grit as the remaining superstructure is abrasive blasted. This method of containment is being used on the ferry Quinault (pictures taken). Because blasting will be directed toward portholes, they will be covered with plywood, as will vents and other exterior openings (pictures taken on the Quinault).

With the use of the water cone nozzle to control dust it will be neccessary to do a light blast to remove rust before painting. The initial abrasive blasting (water cone) is for fire safety and it is presumed that most of the under lying original paint system contains lead.

The grit is being sent to Columbia Cement in Bellingham. The metals will be incorporated into the klinker and concrete ultimately. The organic paint solids will be destroyed in the kiln.

FOLLOW UP: 1. none
2.


Richard A. Koch
District Engineer
Environmental Quality

ENVIRONMENTAL COMPLAINT

DATE 7-30

TIME 1:57 ☒ a.m. ☐ p.m.

☒ WATER QUALITY

☐ WATER RIGHTS

☐ SHORELANDS

☐ AIR

☐ HAZARDOUS WASTES

☐ SOLID WASTES

☐ OTHER

Region WW

District METRO

County KING

Complaint received by LEE D.

1. Does the complainant wish to remain anonymous?

☒ Yes ☐ No
ORIGINAL A.P.E. INFORMANT

2. Complaint reported by:

BILL LONSTON EPA

Name

Telephone No. 4421263

Address

City

State

Zip

3. Date(s) of violation LAST 5 DAYS

4. Type or kind of pollutant, if known SAND BLAST GRIT, SOLVENTS, PAINT

5. Statement of problem FERRYWORK CAMP THING AS NPLE,
SAND BLAST GRIT INTO DUWAMISH

6. Alleged violator or source:

Name LOCKHEED #2 ON DUWAMISH

Address

City

State

Zip

7. Where did the violation occur?:

Street

City

County

Directions to place of incident:

Use reverse side for notes

Watercourse, if any

8. Description of damage (dead fish, etc.)

Referred to

Richard Koch

for investigation on

7/30/86

(Use back of this form for sketch, map, additional notes, etc.)